

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED, LONDON.
Sole Agents for the
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1800. 日四廿月二年七十二緒光

FRIDAY, APRIL 12, 1901.

五拜禮 號二十月四英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,130,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent.
On Fixed Deposits for 12 months at 4 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 16th October, 1900. [15]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. T. Lau, Esq.,
Chow Tung Shing, Esq., J. T. Lau, Esq.,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$13,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq.,
D. M. Moses, Esq., N. A. Siebs, Esq.,
A. J. Raymond, Esq., H. W. Slade, Esq.,
R. L. Richardson, Esq., H. E. Tomkins, Esq.,
P. Sachse, Esq., Paul Wikowski, Esq.

CHIEF MANAGER:
HONGKONG: SIR THOMAS JACKSON.
SHANGHAI: H. M. BEVIS, Esq.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits at the rate of 4 per cent.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 per cent. per annum.

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HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits at the rate of 4 per cent.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c., Chusan, C. L. Daniel, Noon, 13th April, Freight or Passage.
SHANGHAI, Coromandel, F. V. Vibert, R.N.R., About 14th April, Freight or Passage.
MARSEILLES, Candia, A. W. Symes, R.N.R., About 18th April, Freight or Passage.
S'HAJ & JAPAN, Ceylon, W. Hayward, R.N.R., About 24th April, Freight or Passage.

(See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "SÜBRAON" 7,382 tons, April 27th, MARSEILLES and LONDON (Direct).
WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.
KONIG ALBERT, WEDNESDAY, 17th April.
PRINZESS IRENE, WEDNESDAY, 1st May.

PRINZ HEINRICH, WEDNESDAY, 15th May.
PREUSSEN, WEDNESDAY, 29th May.

HAMBURG, Hamburg-Amerika Linie, THURSDAY, 13th June.
SACHSEN, THURSDAY, 27th June.

KIAUSCHOU, Hamburg-Amerika Linie, THURSDAY, 11th July.
BAYERN, THURSDAY, 25th July.

STUTTGART, THURSDAY, 8th August.
KONIG ALBERT, THURSDAY, 22nd August.

PRINZESS IRENE, THURSDAY, 5th September.
PRINZ HEINRICH, THURSDAY, 19th September.

PREUSSEN, WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie, WEDNESDAY, 16th October.

SACHSEN, WEDNESDAY, 30th October.
KIAUSCHOU, Hamburg-Amerika Linie, WEDNESDAY, 13th November.

BAYERN, WEDNESDAY, 27th November.
* Calling at AMSTERDAM.

ON WEDNESDAY, the 17th day of April, 1901, at NOON, the Steamship "KONIG
ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Clippers, with MAILED
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant; Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
HONGKONG, 3rd April, 1901. MELCHERS & CO., AGENTS. [22]

HONGKONG

HOTEL

Military Band during dinner on Saturday Nights.

HONGKONG

HOTEL CRAIGIEBURN,

PLUNKET'S GAR, the PRAC, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.

HONGKONG, 2nd July, 1900. [16]

F. O. S.

A VERY OLD MELLOW WHISKY
\$15 PER DOZEN.

CLUB

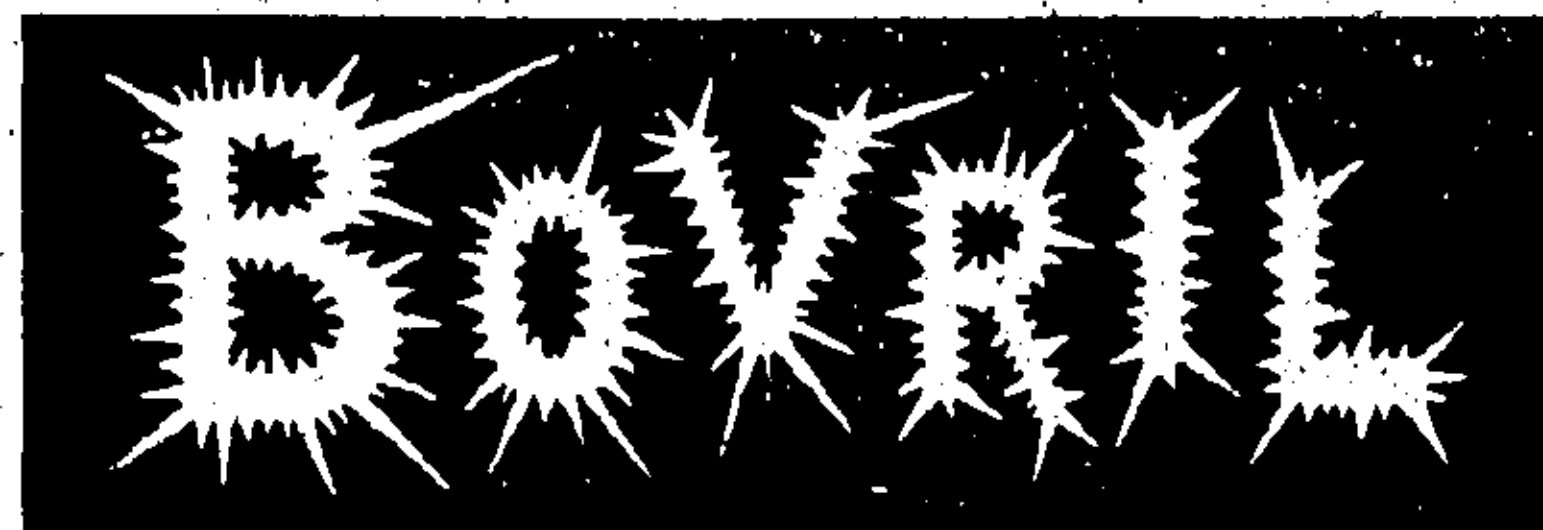
THE BEST SODA WHISKY ON THE
MARKET \$12 PER DOZEN.

H. PRICE & Co.,
QUEEN'S ROAD.

Intimations.

BOYRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

Boyril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO. LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Quality of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

GEORGE YOUNGER, ALLOA.

INDIA PALE ALE.

PER 4 DOZ. QUARTS \$11.00
PER 8 DOZ. PINTS 14.00

ALSO IN HOGSHEADS, KILDERKINS, FIRKINS,
AND 4½ GALLONS.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 9th April, 1901. [15]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWELFTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in
the Company will be held at the COMPANY'S
OFFICES, No. 14, Des Vaux Road, Victoria,
TO-MORROW, the 13th April, 1901, at 11
o'clock A.M., for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1900, declaring a Dividend and
electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 13th
instant, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers. [387c]

THE GREAT EASTERN AND CAL-
DONIAN GOLD MINING CO.,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above Company will be held at the
OFFICES of the General Agents, No. 14, Des
Vaux Road, Hongkong, on THURSDAY, the
18th day of April, at NOON, when the SUB-
JOINED RESOLUTION, which was passed
at the Extraordinary General Meeting of the
Company held the 3rd day of April, 1901, will
be submitted for confirmation as a SPECIAL
RESOLUTION:

"That the Company be wound up
voluntarily and that Max Bennecke, the
Business Manager of the Company in
New South Wales, and he is hereby
appointed Liquidator for the purposes of
such winding up."

By Order of the Board of Directors,
LUTGENS, EINSTAMANN & CO.,
General Agents. [401c]

HONGKONG, 8th April, 1901.

NOTICE

REQUIRED by a First Class MERCHANT
TILE HOUSE in Hongkong, an
Experienced Man of Business to act as COM-
PRADORE. The Highest References required.
No one need apply unless he is prepared to
give Substantial Security in the Sum of \$100,000.
Apply in writing to
Messrs. JOHNSON, STOKES
and MASTER,
12, Queen's Road, Central.

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
OF PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned
to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

HONGKONG, 15th April, 1901.

Intimations.

NOTICE.

MR. C. P. CHATER invites the Owners
and Agents of Lots on the Paga fronting
the Sea situated in the Wanchai District,
from ARSENAL STREET to CAUSEWAY BAY,
to meet him at the Chamber of Commerce
Room in the CITY HALL, on WEDNESDAY,
the 17th April, at 3 P.M., to consider the
proposals embodied in his correspondence with
the Government recently published for a Re-
clamation of the foreshore within the limits
above mentioned, and to pass a Resolution on
the subject.
Hongkong, 10th April, 1901. [495c]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UNISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO-CHINE,
and which said Notes are expressed on the face
thereof to be PAYABLE at the BRANCH
Office of the said BANQUE in SAIGON, the
Number of which said Notes are as follows:—
Series V-49, 1 to 1,000 of \$1 (One Dollar)
each.
Series Z-49, 1 to 1,000 of \$1 (One Dollar)
each.

The Public are hereby CAUTIONED against
purchasing or dealing in any way with such
Notes, as the BANQUE DE L'INDO-CHINE
accepts no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Acting Manager.

Hongkong, 26th February, 1901. [267c]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSETON for the NORTH BORNEO GOVERN-
MENT. Particulars of which may be seen at
the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c]

WANTED.

WANTED a man competent to approach
the best people to solicit subscriptions.
A good proposition to the right party.
Apply by Letter to
"D.G."
Care of This Office.

Hongkong, 11th April, 1901. [416c]

Entertainment.

THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT
BROUGH.

Representative—Mr. ALAN HAMILTON.

TUESDAY, APRIL 16TH.

THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

Mrs. BROUGH.
Miss Temple. Miss Ada Rochfort.
Miss Grace Noble. Miss Gillies Brown.
Miss Bessie Thompson. Miss De Courcy.
Miss Evelyn Martheze.

Mr. BROUGH.
Mr. W. T. Lovell. Mr. H. Grattan.
Mr. Reg. Datterry. Mr. M. Majroni.
Mr. Leslie Victor. Mr. G. McMahon.
Mr. McIntyre. Mr. Hards.
Mr. P. Brough.

TUESDAY AND WEDNESDAY,
April 16th and 17th,
FIRST PRODUCTION IN HONGKONG
OF THE

"TYRANNY OF TEARS"
"TYRANNY OF TEARS"
"TYRANNY OF TEARS"

A Comedy in Four Acts, by C. HADDON
CHAMBERS.

THURSDAY AND FRIDAY,
April 18th and 19th,
FIRST PRODUCTION IN HONGKONG
OF THE

"THE LIARS"
"THE LIARS"
"THE LIARS"

An Original Comedy in Four Acts,
by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,
April 20th and 21st,
FIRST PRODUCTION IN HONGKONG
OF THE

"THE GAY LORD QUEX"
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"

An Original Play in Four Acts, by ARTHUR
W. PINERO.

The Box plans for the first SIX PERFORM-
ANCES will be on view at The ROBINSON
PACIFIC Co. on WEDNESDAY, Next, April
10th.

PRICES AS USUAL.
Boxes \$1.00
Dress Circles and Stalls 300
7th 100
Back Seats 100
Doors open 8.30. Carriages 11.30.
Hongkong, 8th April, 1901. [401c]

Notice of Firm.

BANQUE DE L'INDO-CHINE

HONGKONG

UNDER instructions from the Board of
Directors, I have to-day given over
CHARGE of this Agency to Mr. L. ROBINSON,
L. BERINDOAGUE.

HONGKONG, 15th April, 1901.

HONGKONG

THE CRISIS IN THE NORTH.

(From Shanghai Papers)

SHANGHAI.

The Manchurian Agreement.

A Nanking dispatch to hand states that H.E. Viceroy Liu K'un-yi has received a telegram from Hsiao Hsiao-chang, H.E. that there will be a delay of ten days' time for signing the Manchurian Agreement and that it was necessary to decide within that time whether to give way to or oppose Russia.

"True Copy" Produced.

Another Nanking dispatch further reports that on the 3rd instant Liu K'un-yi produced a "true copy" of the Russo-Chinese Agreement about Manchuria to the British and Japanese Consuls of Nanking, for their information.

An Alarmist Report.

It was reported in Shanghai mandarin circles on 7th instant to the effect that Acting Governor Yu Lien-yuan, of Chikiang, had been recently warned from the North that the Yangtze Compact of last summer cannot be depended upon in the future, owing to the difficulty of refusing to sign the Manchurian Agreement, which matter had also prevented further peace negotiations at Peking. It seems easy to guess by the wording of the above telegram from what source this alarmist report has emanated.

A Suicidal Choice—The Result of Family Influence.

It was reported in Shanghai on Saturday amongst the local mandarin circles that Li Hung-chang's son-in-law, the notorious coward Chang Fei-lun, of Pagoda Anchorage, because he has been jointly recommended by Prince Ching and Li Hung-chang to be Minister to Korea, vice Hsu Shou-ping who left Seoul last autumn to assist at the Peace Negotiations in Peking.

A Rather Late Recognition.

It is stated from Soochow that, after a long discussion amongst the old fogies of the Board of Rites at Hsiao to decide upon what Imperial recognition should be shown to the descendants of the murdered Tungli Yamen Ministers, Hsui Ching-cheng and Yuan Ch'iang, because of their heroic death, it has been agreed to give official rank—in proportion to the ranks held by the deceased—to two sons of each person, and also to confer upon the four young men the honorary literary degree of M. A., with permission to try for the Doctor or Ch'ing-shih examinations when these are held in Peking in the future.

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent.)

TIENTSIN, March 26th.

Since my last letter, news reached here of another sad murder of a Missionary between Yangtsun and Lofa stations on the Peking line. Mr. Stonehouse a Peking Missionary of the London Mission returned to his work some months ago, it is stated with the British Minister's sanction, and was engaged chiefly in distributing such relief as had been assigned to the villages who had suffered from Boxer depredations. The districts he had taken charge of in the place of Mr. Grant who had gone home, were distinctly quiet and being more or less contiguous to the railway line, and within easy distance of the British outposts, might have been considered safe enough. Mr. Stonehouse had his headquarters at T'onan and had crossed the river and been to visit a village called Hsianan and was on his return to T'onan. As they neared the ferry his teacher drew his attention to the fact that a party of army men were already in the boat and suggested he had better wait. Mr. Stonehouse did not, however, see any cause to fear the men and went on, had his cart put on board the ferry and apparently entered into conversation with the armed men. It is believed about 100 yards from the ferry that the men saw them and that if danger soldiers saw them they would certainly be killed. The men put down their arms on the boat and went away, but soon returned with several more armed men, who speedily showed they were angry at what the Missionary said. As they became threatening Mr. Stonehouse appears to have assured them that he did not want their arms or to interfere with them, and advised them to take their rifles and go quietly away. But they either thought he would inform against them or from the first sought an excuse for their cowardly work, as they fired upon him. He tried to hide beneath his cart, but they stood quite close and fired into him five times and then the ferry having been by this time pushed near, everyone ran away. The teacher who had meanwhile made good his own escape and crossed the river higher up, came back later, found Mr. Stonehouse still alive but mortally wounded and conveyed him to a neighbouring village named Nangtaho, where he died that night. This man also notified the troops at Lofa of the occurrence and it was wired down the line from there to Yangtsun and on here. Cavalry immediately left both places for the scene of the murder, and as soon as the body had been secured, the villages on either side of the ferry were promptly burned down. The murderers must have been perfectly well known, as they coolly went on to a large market town and spent some time there and returned the same evening by the same ferry, and all went about in broad daylight fully armed. They are presumably either troopers or 100 men who have terrorized the neighbourhood. It is considered a pity that head men of the villages were not secured and made to give up the culprits instead of simply burning the villages down, but truly it is one of those cases when it is hard to decide what should or should not be done.

It is often argued that the foreign troops will never succeed in maintaining order in the country and suppressing brigands, but an instance has been forthcoming the past week which refutes this pretty successfully. Last week a junk loaded with samshu was being piloted by the way down to Taugluo by the s.s. *Landing* and some 150 cases like this will settle matters. The British Consulate General has today been handed over to Mr. Hopkins and Mr. Campbell goes to Peking. Very general regret is felt that it has been necessary to transfer the Consulate to other hands, as Mr. Campbell

munty. But it is one of the evils of our promulgation by a priority system. Li Hung-chang is reported to have resigned the plenipotentiaryship, and it is believed Viceroy Liu will succeed him. But whether this is merely one of the Court Circular blunders continually cropping up about Li, it is impossible to say.

FRENCH AT AMOY.

The telegraphic cable which the French are now laying from Amoy to Hanoi, without any attempt to obtain the permission to land the shore end on Chinese territory, is, says the *N. C. D. News*, one outcome of the agitation that has been going on for two years in the French Chamber against the hitherto enforced reliance of France on British cables. As the Danish Great Northern Telegraph Co., which claims to have the sole right to land telegraphic cables on the coast of China, has not remonstrated at this action of France, it is obvious that an amicable arrangement has been come to with this company and indeed it is understood that the new French cable is to be connected with the Great Northern and Russian system, so that the French in Indo-China and the French Government at Paris will be able to communicate without using British lines at all.

DEATH OF CAPTAIN CLEMENS.

TEMPORARY INSANITY.

An inquest was held on board the German steamer *Kuampings*, at Shanghai, on Good Friday morning by Dr. Knipping, German Vice-Consul, on the body of the master, Mr. Andrew Paul Clemens, who shot himself in his cabin when at sea, at midnight on the 2nd. From the evidence of the chief officer it appeared that Captain Clemens had undressed himself and got into his bunk with his Mauser rifle. He lay on his back, covered with the bedclothes, with his rifle in his hands, and had apparently pulled the trigger with his toe, death being evidently instantaneous. The chief officer heard the report of the shot and looked into the cabin, but seeing Captain Clemens apparently asleep, concluded that the noise must have come from the engine room, and it was only at 4 a.m., when the quartermaster went to call the captain, that it was discovered what had happened. The verdict was one of temporary insanity. No reason whatever is known why Captain Clemens should have shot himself. He was in perfect health, a man of much reading and information, and a thorough good sailor, very liked by all who knew him, and entirely trusted by his owners. The funeral took place at the Bubbling Well Cemetery at 4 o'clock on Saturday afternoon.—*N. C. Daily News*.

FATAL FIRE AT SHANGHAI.

A WOMAN BURNED TO DEATH, AND FOUR MEN INJURED.

At 5.25 on Friday morning, a fire broke out in a native tobacco shop, No. 159 and 160, Peking Road, near the corner of Shanse and Peking Roads. The Brigade as usual were promptly upon the scene and rendered excellent service. The flames caught on to houses on the opposite side of the road and gave the firemen a hard battle. They also spread to the Shanse Road Bridge and streams had to be played in order to save the bridge from destruction, this was fortunately done. There was a good supply of water which enabled the Brigade, with fifteen streams playing, to get the fire well under by about eight o'clock. In all, sixteen houses were totally destroyed and three badly damaged by fire and water. As usual the panic among the Chinese was great, and four men in attempting to escape from a burning house by jumping from the verandah into the street were badly injured, one so badly that he had to be conveyed to the Shanghai Road Hospital. Although no report was made after the fire of anyone missing, a woman on Saturday afternoon among the ruins. She has been identified as a widow who resided in one of the houses, and is supposed to have been suffocated while endeavouring to make an escape. The cause of the fire has not yet been ascertained. The property was insured.

OTHER FIRES.
On Saturday morning at 12.45 o'clock a fire was signalled in the Hongkong district. Through some mistake the fire was reported to be in Boone Road, but was afterwards found to be in Li Hong-kew, some considerable distance away, where the firemen found some straw huts burning and had to stand and look on, as there was no water supply near enough to obtain a stream. The huts were destroyed.
On Friday morning at one o'clock a large fire was reported outside the South City Gate, but was found to be among some straw stacks, and was extinguished by the natives. No alarm was given in the Settlement.—*N. C. D. News*.

DISTURBANCES AT SHANGHAI.

RIOTING IN THE SETTLEMENT.

At 3.15 p.m. yesterday, says the *N. C. D. News*, of 8th instant, a number of French soldiers began creating a disturbance at the corner of Boone and Chapoo Roads, by knocking native women and ricksha coolies about. The police on interfering with them got badly mauled, but finally succeeded in bringing six of these men and took them to the Hongkong Police Station, where Provost-Marshal Major Watson took away their depositions, and those of several witnesses.

ANOTHER FRacas.

took place at 6.30 p.m. yesterday at the corner of Poochow and Tibet Roads. The trouble had its outcome in a house of ill-fame hard by, at 5.30 p.m. and the men concerned at the time only numbered four. When the police expostulated the soldiers threatened them with sticks and went away, only to return in an hour's time with about 40 comrades. They then began to assault native men and women for no reason whatever. The native and Sikh constables reported to Lacer's Police station and a strong force of Europeans, Sikhs, natives under Inspector Wilson turned out. Meanwhile the French soldiers had taken possession of some debris in connection with a house undergoing demolition, arming themselves with bricks and spears of wheels and assaulting defenceless women and men passing by, and overturning rickshas. Upon hearing the police were turning out in force they decamped pell-mell into French Town, and the police upon arriving at the scene found they were too late, and consequently no arrests were effected. One Chinese was taken to the Lacer station severely gashed about the head and sent from there to Shanghai Road Hospital. A strong police patrol, patrolled the Nanking Road the rest of the evening and at certain places the police were doubled, but in

COREAN NEWS.

SEOUL, April 2nd.

A dinner is to be given to-night by the Foreign Department to the Russian Commander-in-Chief and staff. The Russian officers will invite the foreign Ministers to dinner on the Russian flag ship, and the Korean ministers will be invited on the following day. The reason given for this visit of the Russian officers is sightseeing. So far the Russian Minister to Seoul has not lodged a demand for the lease of Chinkai Wan.—*Asahi*.

SEOUL, April 2nd.

The Korean Government has cancelled the dismissal of Mr. McLeavy Brown and the affair has been amicably settled.—*Asahi*.
The affair connected with the dismissal of Mr. McLeavy Brown was satisfactorily settled at the audience granted by the Emperor to the British Minister yesterday. The Korean Government has forwarded an official note to Mr. McLeavy Brown and withdrawn the notice of dismissal.—*Manchi*.

SNAKE-WORSHIP.

Snake-worship in Penang seems something of a novelty, but here are two well-accredited instances which have just come to our notice and which both present features of interest. The other day, in going over the trace of the proposed Hill Railway, Mr. Barnett had his attention drawn to a thriving young mangrove tree near Monist's Road, in which one of his men informed him a snake resided, tended, fed, and worshipped by a Chinaman squatter who lives near. Approaching the tree Mr. Barnett saw enough found the snake comfortably coiled around the tree, but not being an expert in snakes did not make more than a casual examination of it, nor is he able to tell its species. It was beautifully marked with a yellow band, and as thick as a man's wrist. The Chinaman proprietor of this novel deity, however, was interviewed, and he stated that it was his joss, and that the snake made its home in the tree, which also thus became sacred to the extent that no fruit of the tree was ever touched. Some day, perhaps, some profane person may come along and eat of that tree, which for all we know may be the tree of knowledge of good and evil. There is, however, no evidence whatever of the snake acting the role of the serpent of Eden, the tendency of individuals nowadays being to let the snake remain there. That our celestial friend appreciated and valued this offer of food is apparent from the fact that, poor squatter as he was, no bribe would affect him. An offer of five dollars was rejected with scorn, yet people have done much worse things for much less money. There is a Chinese temple at Sungai Khung, beyond Glugor, where we are positively informed a number of snakes are kept around the joss. They live in a walled, roofless space, and from long association with the idol, receive worship along with it. The joss protects them, and as the Chinese pay their adoration to their deity they feed the snakes which surround it. These officials of the temple whose duty it is to collect money for what we should call "church" expenses are accustomed to carry with them one of these holy snakes, as a sort of letter of credit, and necessarily for public display as a guarantee of good faith. This is rather a good idea, which might be taken up by other churches with extremely practical results.

Most surprising, however, is the information that yearly, on the 5th day of the first moon, when the Hokkies assemble in large numbers for special services, the number of resident snakes is greatly increased by additions from the jungle. These visit their sacred brethren, partake of the food brought for them in large quantities, and then, like the Amb, "steal silently away" and are seen there no more till the next year's gathering assemblies.—*Penang Gazette*.

THE SIEGE OF PERING.

MISSIONARIES AND LOOT.

Writing from Tokyo on Jan. 12, Mr. Safford Ransome records in the *Daily Express* a conversation with Sir Claude Macdonald, in which his Excellency is reported to have said:—
"The normal population housed in the British Legation at Peking is between seventy and eighty people, but during the siege we had 900 to take care of and feed. The greater part of these were missionaries and their converts. Their behaviour was excellent; in fact, we derived much material benefit from their presence. The American missionaries, in particular, developed a wonderful capacity for organisation. The missionaries of course all spoke Chinese, and had a great power over their people, and among them were a number of doctors, whose services were invaluable. Among their converts were men of all sorts of trades, with the result that not only were people fed with regularity and system, but satisfactory sanitary arrangements were made, and the routine of life was so perfected that we could even get our boots and clothes mended. I know of nothing as to the accuracy of that telegram to the effect that Sir Ernest Satow had stated that the Christians must not look for compensation, as they had indemnified themselves by loot; but in any case looting has been general. As far as the British Army is concerned our men have done their fair share. Had we been alone we could have controlled our men, but our Tommies are not angels, and it was too much to expect of them that they should keep their hands off when they saw the Russians, the Germans, and the French helping themselves. The British, however, organised their looting at an early stage, and everything had to be brought in and sold systematically by the looting committee. The behaviour of the Japanese was excellent, but when they take any undue tone by maintaining that of all the Powers they were alone in stopping their soldiers' looting at an early date, we must remember that when they first entered Peking they made a bee-line for the Treasury, and took everything they could lay their hands on.
I much deplore the ultra-sensational accounts as to looting that have gone home, and I cannot help smiling at the fact that one of the gentlemen of your intimacy who was waxing indignant on the subject had in his pocket at the very time of his accusations a jade tablet, valued at £500! I am among the looters, said Sir Claude smiling, and here is my loot, showing me a small rectangular tin with Chinese characters engraved on it. This is the gentleman's house and reflected on the amount of trouble he had given me, I could not resist carrying away a little memento of that ingenious statesman, and what more suitable souvenir than this inkpot, which, doubtless, he had used so frequently in the course of our never-ending negotiations. It is only worth a shilling or two, and is my only piece of loot, but I value it. As to the behaviour of the missionaries after the siege, looting, if looting is wrong, as in theory it is, then they have been to blame; but there are times when the laws of nature assert themselves over the laws of

endured a long siege, that they had been bereft of everything that they possessed, and that they had hundreds of men, similarly destitute, who were dependent on them. What was their position? Had they come to me and said, 'Give us money and food,' I could only have replied in the negative, or, at all events, to the effect that I could not do so; and they took the law into their own hands. It has been a case of political or primitive justice. But, I do not admit that the missionaries have abused it. I have not heard of a single instance of missionaries looting for any other purpose than that of getting back what they had lost, and of feeding themselves and their converts who were dependent on them. You may certainly say from me that in my opinion, if looting under any circumstances is permissible, the looting by the missionaries, as I saw it, was at all events deserving of the sweeping accusations that have been made against it; and that of the conduct of the missionaries during the siege I can only speak in the highest terms. They were courageous, patient, and self-sacrificing, and I can only say that their capacity for organising and their power over their converts which was then displayed came as a revelation to me. In fact, had they not been with us our hardships would have been materially increased.

TOBACCO IN IRELAND.

The Dublin correspondent of the *Pall Mall Gazette* says in a recent number:—The tobacco experiments were promising, the best results being obtained by Colonel Everard. "Here," says Mr. Lecomte, the expert employed by the Department, "the cultivation of the tobacco was quite satisfactory. Many leaves were damaged in transit to the Departmental curing station at Glasnevin, and, in consequence, passed into the second class, in spite of the drawbacks. The 1,600 plants raised at Randalstown gave 14,656 leaves, of which 3,320 are placed in the first class, and 10,749 in the second class. The total weight of the dried leaves is 351 lb., the leaves of the first class weighing 95 lb., and of the second 255 lb. This result is satisfactory when we remember that the varieties tried—namely, Havannah, Orohoo, and Kentucky—are very poor in leaves of the first class." Mr. Lecomte publishes a table which shows that experiments were carried out last year at twenty-five different places in every part of Ireland. In nearly all these experiments, which, at the beginning, were not conducted under expert advice, the planting out, as a rule, says Mr. Lecomte, was made much too late; "in fact, too late to give the experiments the least chance of success under almost any condition of soil or climate." Now, however, he adds, "that the Department of Agriculture and Technical Instruction for Ireland can supervise the tobacco experiments for 1901 from the beginning, every care will be taken to secure a thoroughly genuine and trustworthy test, on the results of which a definite judgment can be formed as to the possibilities of tobacco culture in this country."

COLONIAL WIT.

Towards the end of last month, says a writer in *To-day*, the Railway Pioneer Regiment (a volunteer force composed of mining and mechanical engineers from the Rand) were engaged in constructing "a deviation" line at one of the many drifts where De Wet had busied himself in converting the bridge into scrap-iron. Close by the river was a large "surprisingly clean" Boer farmhouse, which was promptly occupied by the corps commanding officer, an Uitlander, whose yearly salary at Johannesburg in ante-bellum days ran into thousands of Oom Paul's sovereigns. A whisper as to his comparatively luxurious quarters reached, in an evil moment, overcrowded and comfortable Bloemfontein, and before many hours the Colonel was favoured with a service telegram which read:—"The D.O.R. wants your house." The erstwhile Randite, puzzled beyond measure, handed the cryptic message to his adjutant, who, after much searching of a fortunately available Army List, gave as his version that "the Director of Railways, Colonel Girdard, is going to commiserate our housing." "Will he?" said the indignant Anglo-Afrikaner, "no bally 'blue nose' is going to turn us out on the veldt. If he can sling round a bucket full of capital letters, so can I." The next day he received another communication from the Orange Colony's capital, ordering him to present himself before a board of inquiry. At it he was requested to explain what he meant by forwarding such a grossly insulting message to an Imperial officer of high rank. "There must be surely some terrible error in transmission," said the innocent person from the Golden City; "I hope I am incapable of insulting any brother officer, and (with an infinitesimal contraction of his left eyelid) 'least of all of the board.' But," said the P.D.O.R., "can G.T.H. now, telling anybody to go to that region means in service a court martial." "Quite so," responded the Colonel, "but you see the message means 'The Director of Railways can get The House' Tableau."

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations at 1893.
Barometer..... 30.059
Thermometer..... 62.0
Humidity..... 85.0
Rainfall..... 4.68

TO-DAY.

WEATHER REPORT.
On date 12.4.1901. On date 11.4.1901.
Barometer..... 29.99 29.93
Temperature..... 66 68
Humidity..... 95 92
Rainfall..... 0.34 —

TO-DAY.

Friday, 12th April, 1901.
Chinese—24th of 2nd moon of 27th year of Kuang-wu.
Sun—Rises..... 5hr. 42min.
Sets..... 6hr. 18min.
Moon—2nd Quarter 11hr. 30min. a.m.
High water—Morning..... 4hr. 30min.
Afternoon..... 1hr. 45min.
Low water—Morning..... 7hr. 45min.
Afternoon..... 10hr. 20min.

ANNIVERSARIES.

1798—17,000 Christians butchered in Japan.
1837—Captain Elliot removed from Macao to Canton.
1874—Loss of the M. M. steamer *Vill*.
1877—Annexation of the Hawaiian Islands.
1881—Arrival of the King of Hawaii in Hong Kong.
1882—Death of Marquis Tseng.

1899—11 British ships trading between Bangkok, Borneo and Singapore sold to German Syndicate.
1899—Japanese granted an exclusive Settlement at Amoy.

TO-MORROW.

Saturday, 13th April, 1901.
Chinese—25th of 2nd moon of 27th year of Kuang-wu.
Sun—Rises..... 5hr. 42min.
Sets..... 6hr. 18min.
Moon—2nd Quarter 11hr. 30min. a.m.
High water—Morning..... 4hr. 30min.
Afternoon..... 1hr. 45min.
Low water—Morning..... 7hr. 45min.
Afternoon..... 10hr. 20min.

ANNIVERSARIES.

1879—Roman Catholic Relief Bill passed.
1878—A native opium smuggler executed under the walls of Macao as a warning to foreigners.
1854—Arrival of Governor Sir John Bowring.
1860—Commencement of the American Civil War.
1895—Presentation of colours to the Hong Kong Regiment.
1897—The Hangchow Mint commenced to coin cash.
1898—Congress recommend Cuba be declared an independent republic.

AGENDA.

TO-MORROW.

Noon—C. & Co.'s steamer *Bermuda* leaves for Singapore and Europe.
5 p.m.—C. & M. Co.'s steamer *Emeralda* leaves for Manila via Amoy.
Cargo ex *Chelydra* subject to rent.
Daylight—Douglas Co's steamer *Hutchings* leaves for Coast Ports.
Noon—P. & O. Co's steamer *Chusan*, with Mails etc. leaves for Europe.
MONDAY, 15th.
3 p.m.—Public Auction of Crown Land.
O. S. K. steamer *Saito Maru* leaves for Taikoo.
5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

TUESDAY, 16th.

9 p.m.—Opening Performance of the Brough Comedy Co., at the Theatre Royal.
Cargo ex *Inaba Maru* subject to rent.

WEDNESDAY, 17th.

Noon—N. D. L. Co's steamer *König Albert* leaves for Southampton.

THURSDAY, 18th.

Noon—Extraordinary General Meeting of the Great Eastern and Caledonian Gold Mining Co., Ltd. at their offices.

FRIDAY, 19th.

Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Marseilles and London.
Daylight—N. Y. K. steamer *Rusaga Maru* leaves for Japan Ports.
Cargo ex *Louther Castle* subject to rent.

TUESDAY, 23rd.

Noon—T. K. K. steamer *America Maru* leaves for San Francisco via Shanghai, etc.

WEDNESDAY, 24th.

Noon—C. P. R. steamer *Empress of India* with Mails passengers etc. leaves for Vancouver B.C.
Daylight—O. S. K. steamer *Anging Maru* leaves for Coast Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*America Maru*) to-morrow.
Tacoma (*Olympia*) to-morrow.
English (*Coromandel*) to-morrow.
Canadian (*Empress of India*) 16th instant.
American (*City of Peking*) 20th instant.
American (*Hangkong Maru*) 7th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, arrived at New York on the 11th inst.
The N. P. S. Co's steamer *Braemar*, sailed from Tacoma on the 10th inst., for Vladivostok.
The N. P. S. Co's steamer *Tacoma*, arrived in New York on the 6th inst., and the *Silk* ex this Co's steamer *Victoria*, arrived in New York on the 10th inst.

The N. P. S. Co's steamer *Tacoma*, sailed from Tacoma, for Japan and Hongkong, on the 9th inst., also this Company's steamer *Queen Adelaide*, sailed from Yokohama, for Tacoma, on the 10th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Ida de Luzon* at Kwai-lan Dock.
U.S.S. *Albatross*.....
U.S.S. *Yokohama*.....
H.M.S. *Ocean*.....
S.S. *Kwaiyang*.....
S.S. *Ping Sui*.....
S.S. *Companhia Filipina*.....
S.S. *Shantung*.....
S.S. *Chowfo*.....
S.S. *Hong*.....
S.S. *Hilos*.....
S.S. *Lung Tsing*.....
S.S. *Hangchow*.....
S.S. *U.S.S. Concord*.....
S.S. *Colonies*.....
S.S. *Perla*.....
S.S. *Pattana*.....

PASSED THE CANAL.
Outward—22nd March—Ceylon, *Calchas*, *Andalus*, *Segor*, *Bewerich*, *Garmadus*, 20th March—*Prins Heinrich*, *Koskima*, *Marconia*, 20th Mar.—*Indus*, *Shinde Maru*, *Indant*, 2nd April—*Amelia*, *Clavender*, *Oiso*, *Sutland*, 4th April—*Orel*, *Dardanis*, 9th April—*Ok Brant*, *Glanviny*, *J. H. Maru*, *Glenburgh*, *Jabon*, *Claverty*, *Kawachi Maru*, *Gonings*, *Glover*, *Cly*, *Cressen*.
Homeward—2nd April—*Tonkin*, *Kiautsu*, 4th April—*Isom*, *Malacca*, 9th April—*Wittentberg*, *Ranza*.
Arrival at Home—3rd April—*State of Sado Maru*, Sydney, 10th April—*Glaucus*, *Tonkin*, *Glamorganshire*.

Shipping.

Arrivals.

CHARTERHOUSE, British steamer, *W. Dawson*, 11th April—Singapore 11th April, 12th April—*W. Dawson*, 12th April, 13th April—*W. Dawson*, 13th April, 14th April—*W. Dawson*, 14th April, 15th April—*W. Dawson*, 15th April, 16th April—*W. Dawson*, 16th April, 17th April—*W. Dawson*, 17th April, 18th April—*W. Dawson*, 18th April, 19th April—*W. Dawson*, 19th April, 20th April—*W. Dawson*, 20th April, 21st April—*W. Dawson*, 21st April, 22nd April—*W. Dawson*, 22nd April, 23rd April—*W. Dawson*, 23rd April, 24th April—*W. Dawson*, 24th April, 25th April—*W. Dawson*, 25th April, 26th April—*W. Dawson*, 26th April, 27th April—*W. Dawson*, 27th April, 28th April—*W. Dawson*, 28th April, 29th April—*W. Dawson*, 29th April, 30th April—*W. Dawson*, 30th April, 1st May—*W. Dawson*, 1st May, 2nd May—*W. Dawson*, 2nd May, 3rd May—*W. Dawson*, 3rd May, 4th May—*W. Dawson*, 4th May, 5th May—*W. Dawson*, 5th May, 6th May—*W. Dawson*, 6th May, 7th May—*W. Dawson*, 7th May, 8th May—*W. Dawson*, 8th May, 9th May—*W. Dawson*, 9th May, 10th May—*W. Dawson*, 10th May, 11th May—*W. Dawson*, 11th May, 12th May—*W. Dawson*, 12th May, 13th May—*W. Dawson*, 13th May, 14th May—*W. Dawson*, 14th May, 15th May—*W. Dawson*, 15th May, 16th May—*W. Dawson*, 16th May, 17th May—*W. Dawson*, 17th May, 18th May—*W. Dawson*, 18th May, 19th May—*W. Dawson*, 19th May, 20th May—*W. Dawson*, 20th May, 21st May—*W. Dawson*, 21st May, 22nd May—*W. Dawson*, 22nd May, 23rd May—*W. Dawson*, 23rd May, 24th May—*W. Dawson*, 24th May, 25th May—*W. Dawson*, 25th May, 26th May—*W. Dawson*, 26th May, 27th May—*W. Dawson*, 27th May, 28th May—*W. Dawson*, 28th May, 29th May—*W. Dawson*, 29th May, 30th May—*W. Dawson*, 30th May, 31st May—*W. Dawson*, 31st May, 1st June—*W. Dawson*, 1st June, 2nd June—*W. Dawson*, 2nd June, 3rd June—*W. Dawson*, 3rd June, 4th June—*W. Dawson*, 4th June, 5th June—*W. Dawson*, 5th June, 6th June—*W. Dawson*, 6th June, 7th June—*W. Dawson*, 7th June, 8th June—*W. Dawson*, 8th June, 9th June—*W. Dawson*, 9th June, 10th June—*W. Dawson*, 10th June, 11th June—*W. Dawson*, 11th June, 12th June—*W. Dawson*, 12th June, 13th June—*W. Dawson*, 13th June, 14th June—*W. Dawson*, 14th June, 15th June—*W. Dawson*, 15th June, 16th June—*W. Dawson*, 16th June, 17th June—*W. Dawson*, 17th June, 18th June—*W. Dawson*, 18th June, 19th June—*W. Dawson*, 19th June, 20th June—*W. Dawson*, 20th June, 21st June—*W. Dawson*, 21st June, 22nd June—*W. Dawson*, 22nd June, 23rd June—*W. Dawson*, 23rd June, 24th June—*W. Dawson*, 24th June, 25th June—*W. Dawson*, 25th June, 26th June—*W. Dawson*, 26th June, 27th June—*W. Dawson*, 27th June, 28th June—*W. Dawson*, 28th June, 29th June—*W. Dawson*, 29th June, 30th June—*W. Dawson*, 30th June, 1st July—*W. Dawson*, 1st July, 2nd July—*W. Dawson*, 2nd July, 3rd July—*W. Dawson*, 3rd July, 4th July—*W. Dawson*, 4th July, 5th July—*W. Dawson*, 5th July, 6th July—*W. Dawson*, 6th July, 7

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon
INZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon
SHINANO MARU.....	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight
KAGOSHIMA MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK.	About 4th May.
Osternormann.....	(Via SUEZ CANAL).	Freight.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA. U.S. MAIL LINE.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 26th May, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.	

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

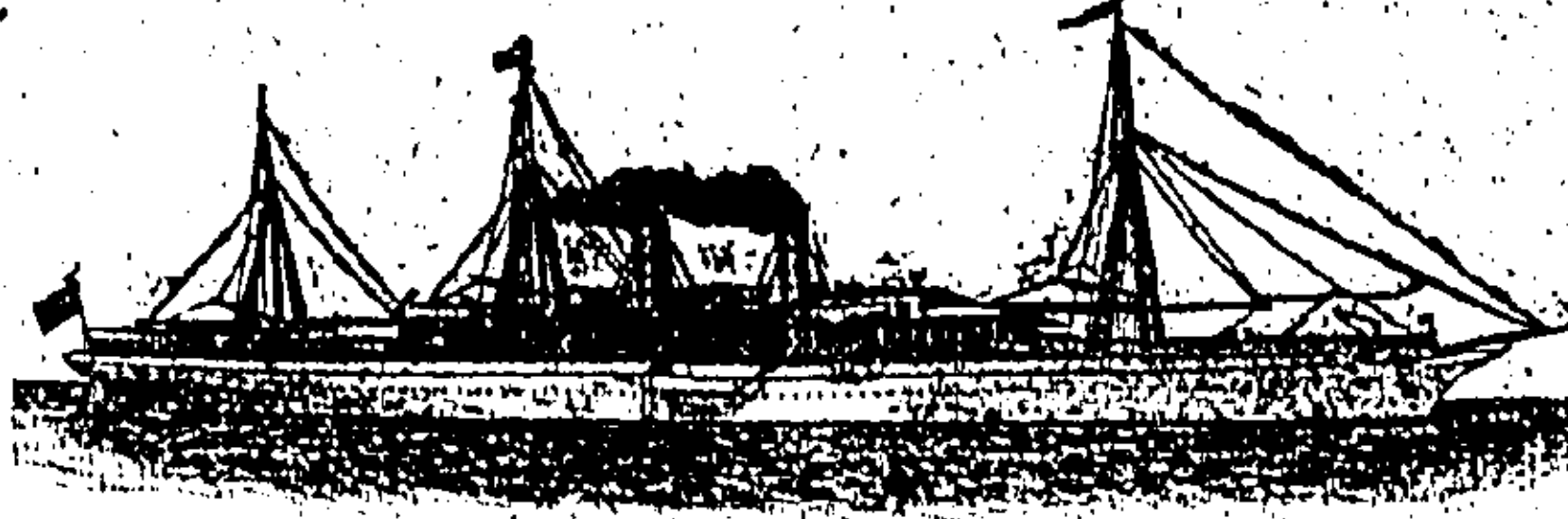
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same, is required.

Consular Invoices to accompany Cargo destined to Europe beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th April, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ARCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle... about April 18

THE Steamship "STRAITHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 18th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "CHUSAN" Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 12th April, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle.....	3,750	W. Frakes...	April 13
Olympia.....	2,837	J. Truebridge...	April 26
Tacoma.....	2,811	A. Dixon...	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES, and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days; Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the MONTYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 11th April, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hong-kong Harbour:

ADOLPH OBPIO, American ship, Amersbury—Standard Oil Co.
SEA WITCH, American ship, Howe—Mantoloking S. Smith & Co.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"FOATING".....	13th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	13rd instant.
MANILA.....	"TSINAN".....	13rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th April, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUR.
GLASGOW.....	"ULYSSES".....	12th April.
GLASGOW and LIVERPOOL.....	"GALCHAS".....	20th April.
"	"DARDANUS".....	2nd May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDOMENEUS".....	16th April.
" VIA MANILA.....	"AGAMEMNON".....	18th April.
"	"AJAX".....	30th April.
"	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.
(Taking Cargo at LONDON RATES).....	"PYRRHUS".....	15th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 10th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "HAICHING," Captain Hall, will be despatched for the above Ports, TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 12th April, 1901. 147c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th April, 1901. 122c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"PERIA," Captain R. W. Almond, will be despatched as above on MONDAY, the 15th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 10th April, 1901. 399c

THE OSAKA SHOSEN KAISHA.

FOR TAKAO. THE Company's Steamship

"TAITO MARU," Captain S. Hirai, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901. 1407c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship "TRIESTE," Captain Mitis, will be despatched as above on TUESDAY, the 16th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER WIELER & Co., Agents.

Hongkong, 6th April, 1901. 1400c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA. THE Steamship

"RICHMOND CASTLE," will be despatched for the above Port on or about the 20th instant, and will be followed by the S.S. "PATHAN," "FERDENE" and "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 10th March, 1901. 144c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Aizumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant, will be subject to rent. No Fire Insurance has been effected.

GEORGE ECKLEY, Acic. Agent.

Hongkong, 6th April, 1901.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE," FROM NEW YORK.

CONSIGNEES OF Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELVYRA."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 10th April, 1901. 1412c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"CHELVYRA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 15th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th April, 1901. 1410c

To be Let.

TO LET. N. S. 2 and 3, RICHMOND TERRACE, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901. 1175c

TO LET. POSSESSION APRIL 1ST. STEWART TERRACE.

Apply to J. NOBLE.

Hongkong, 6th March, 1901. 1297c

TO LET. "WOODLANDS WEST," No. 9, SEYMOUR ROAD.

